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**COUNTRY** Austria

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**SUBJECT** Russian-Controlled Danubian Dockyards

**INFO.**

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**SUPPLEMENT**

## ORIGIN

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**Kornelburg Dockyards (Donau-Dampfschiffahrts-Gesellschaft):**

1. Director: Lieutenant Colonel Sedich of the Soviet Army  
Manager: Ing. Kerner (DDSG)

The remaining installations and equipment in the yards are 60% to 70% operative. Although machines have been moved out, a number of boring machines and turning lathes of the Firma Manfred Weiss, Csepel, were set up and put in operation. At present there are enough tools for the work on hand but none in reserve, and, except for some tin, angle-iron, ribs, and rivets in the warehouse, there is almost no shipbuilding material.

A Helling crane - a floating steam crane with a 7-8 ton capacity - is intact and operative, as are all other Helling and electric ship cranes at the yard. The large land crane has been dismantled and removed.

The following ships are now undergoing repair:

Two French motor tankers 73250 and 74250, each with 140-150 h.p., 4-stroke Diesel motors, from the Soviet Navy.

On the slips is the MS Bremen, without motors; this vessel belongs to the Bavarian Lloyd.

5. The dockyard E-Zentrale is entirely usable.
6. The director is delighted with the contentment of the personnel, most of which appears completely satisfied, since there is little work and the pay is good. At present, there are about 700 men employed at the yard. This overly large number of workers was originally employed in view of an extensive shipbuilding program and other projects, as well as repairs to Bavarian Lloyd vessels, which are said to be slated to go to Russia as part of the German reparations. These men are particularly concerned about the future when the yards are returned to the DDSG. This would necessarily result in a considerable layoff of superfluous personnel and the consequent loss of their present unusually favorable working conditions and pay.
7. Food rations are not issued at present except for occasional small contributions, since the Soviet Army Supply Office itself is suffering from a dearth of food products. However, the food prepared in the workers' kitchen is plentiful and good.

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Kuchelau Dockyards:

8. The concrete wharf has a workshop from which all machines and motors have been removed.
9. There is a small-boat yard which has a workshop containing damaged and destroyed woodworking machines.
10. Repairs to the wharf for large Danubian vessels are not considered worthwhile because of the absence of suitable installations at the Kuchelau harbor.
11. At the end of the Kuchelau harbor, there is a small workshop barrack, which formerly belonged to the German Navy, with a small-boat Helling crane (a hand-operated ship crane). The workshop no longer has any machinery or tools and is unusable. The entire installation is covered with a thick layer of sand.
12. There is also a small workshop belonging to the Austrian Waterworks Administration. This contains field forge installations and equipment suitable only for small ship locksmith work.

Winterhafen-Freudenau Dockyards (SDGP = Sovietskoye Dunaiskoye Gosudarstvennoye Parokhodstvo = Soviet Government Shipping Co.)

13. Manager: Wiesner (formerly of DDSG, Korneuburg)
14. The yards are well equipped with machines, tools, and a ship crane, and can handle all demands.
15. At present, the yards are working at full capacity repairing vessels which the Soviet Army took as war booty and turned over to the SDGP for fitting out. Workers from Korneuburg are used.
16. Ships under repair:
  - a. In winter drydock:
 

MS Piedmonte	Sinda, Rome
D. Vladivostok (D. Persenbeug)	DDSG
MS Kursk (MS Frauenstein)	COMOS (Continental Motorschiffahrts
MS Zell	COMOS A.G.)
  - b. In machine testing:
 

MS Derbent (BL Schumann X)	SDGP
1 or 2 small tankers.	
  - c. General repairs:
 

1 barge	Austrian Waterways Administration
5 tugs of various former factory cooperative administrations	
1 small screw steamer (Istria type)	
Towing steamer R VI	CSDP (Cecoslovakische Donauschiffahrt)
MT II	COMOS
MOS Theben (without motors)	DDSG
1 tug	BL

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Comment: For further information on Danube port installations,

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